FIFTY-SIXTH ANNUAL REPORT

OF THE

MISSISSIPPI CENTRAL RAILROAD COMPANY

FOR THE

YEAR ENDED DECEMBER 31, 1963

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MISSISSIPPI CENTRAL RAILROAD COMPANY

FOR THE

YEAR ENDED DECEMBER 31, 1963

DIRECTORS

M. Claire Barrett	Scranton, Pa.
Max N. Carol	Philadelphia, Pa.
Frank E. Hemelright	Scranton, Pa.
George H. Jett	Shreveport, La.
Harry L. Jones	Middleville, N. J.
Edward J. Lynett	Scranton, Pa.
Wm. J. Rankin	North Hills, Pa.
Edward W. Warren	Scranton, Pa.

OFFICERS

Edward W. Warren, Vice-President	Scranton, Pa.
M. Claire Barrett, Secretary and Treasurer	Scranton, Pa.
S. J. Massey, Jr., Vice-President and General Manager	Hattiesburg, Miss.
W. T. Cosby, Assistant General Manager and Auditor	Hattiesburg, Miss.
Riley E. Davis, Traffic Manager	Hattiesburg, Miss.
J. S. Montgomery, Assistant Traffic Manager	Hattiesburg, Miss.
R. W. Fox, Purchasing Agent	Hattiesburg, Miss.

TRANSFER OFFICE

Northeastern National Bank Building — Scranton, Pa.

REGISTRAR

Northeastern Pennsylvania National Bank & Trust Company — Scranton, Pa.

ANNUAL MEETING

Second Tuesday in February, Hattiesburg, Miss.

Hattiesburg, Miss.

March 5, 1964

To The Stockholders of the Mississippi Central Railroad Company

The following report is submitted for the year 1963.

Freight revenues decreased $124,687, 6.56% and carloads handled decreased 1,983, 7.83% under 1962. National carloadings increased 0.52%.

Operating expenses increased $15,492 or 0.95%. Savings from reduction in force were more than offset by a large personal injury settlement, three expensive derailments during the year and increases in application of cross ties and locomotive repair expenses.

Taxes decreased $3,229 due principally to decreases in pay roll taxes.

Hire of freight cars decreased $1,617. There were no general changes in mileage or per diem rates during the year.

Net income after fixed charges was a deficit of $76,812 in 1963 compared with a gain of $50,220 in 1962, a decrease of $127,032.

Dividend of $26,577 was paid on the First Preferred Stock.

First mortgage bonds of $47,000 par value were acquired and cancelled through the Sinking Fund. The lease-purchase contract on the Tamper unit was reduced $11,400.

The principal changes in our property account were purchase of a second-hand Caterpillar tractor, construction of a box car from a destroyed foreign car, retirement of 7,267 feet of side tracks, sale of 22 parcels of land, proceeds of which $18,739 were deposited into the Sinking Fund. Three of our freight cars were destroyed on other railroads during the year and two wood rack cars were retired. Interstate Commerce Commission Order dated April 17, 1963 required that amounts carried in primary road and equipment accounts be redistributed on basis of original cost of property as shown in our valuation records and as summarized by the I. C. C. As a result, our property accounts were reduced $2,549,022.

There was one serious highway crossing accident during the year at Lucien. Of the total expenses incurred in connection with this accident, we recovered from the truck owner $7,000 of the cost which generally covered our out-of-pocket costs. Suits in connection with crossing accident at Brookhaven in October 1961 are still pendng. There was one employee killed in connection with one of the derailments.

MAR 25 1964 D

Pending wage demands at December 31, 1963 were principally those of train and engine service employees for a twenty-five cent per hour increase plus paid health and welfare insurance and those of non-operating employees for a twenty-nine cent per hour increase with certain changes in work rules.

There were 236 stockholders when the stock book was closed January 21, 1964, prior to Annual Meeting. Average number of employees during 1963 was 176.

Mr. Arthur D. Hemelright retired as President and as a member of the Board of Directors due to ill health. The officers and directors deeply appreciate his fine leadership during the past years and regret that we will no longer have our association with him.

The fine spirit and cooperation of all officers and employees of the company during the year has enabled us to help keep down our expenses as much as possible.

Respectfully submitted,

S. J. MASSEY, JR.
Vice-President and General Manager

TABLE OF CONTENTS

A. Income Account.

B. Balance Sheet.

C. Statement of Retained Income - Unappropriated and Notes to Financial Statements.

D. Statement of Operating Expenses.

E. Traffic and Mileage Statistics.

F. Statement of Classified Tonnage.

G. Inventory of Equipment and Mileage Operated.

TABLE A

MISSISSIPPI CENTRAL RAILROAD COMPANY

STATEMENT OF INCOME

For the Years Ended December 31, 1963 and 1962

	1963	1962	Increase Decrease(D)
Railway Operating Income:			
Railway operating revenues	$1,833,493	$1,957,324	$123,831D
Railway operating expenses	1,639,042	1,623,550	15,492
Net revenue from railway operations	194,451	333,774	139,323D
Railway tax accruals (See Note 1)	134,244	137,573	3,329D
Railway operating income	60,207	196,201	135,994D
Rent Income:			
Rent from locomotives		25	25D
Rent from work equipment		100	100D
Joint facility rents	253	295	42D
Total rent income	253	420	167D
Rents Payable:			
Hire of freight cars	102,459	106,076	3,617D
Rent for locomotives		376	376D
Rent for work equipment	982	376	606
Joint facility rents	31,135	31,426	291D
Total rents payable	134,576	138,254	3,678D
Net rents payable	134,323	137,834	3,511D
Net Railway Operating Income (Loss)	(74,116)	58,367	132,483D
Other Income:			
Miscellaneous rent income	8,703	8,694	9
Income from nonoperating property	777	2,298	1,521D
Interest income	9,075	5,438	3,637
Miscellaneous income	5,523	4,166	1,357
Total other income	24,078	20,596	3,482
Total Income (Loss)	(50,038)	78,963	129,001D
Miscellaneous Deductions from Income:			
Miscellaneous rents	119	137	18D
Miscellaneous tax accruals	270	363	93D
Miscellaneous income charges	1,230	530	700
Total miscellaneous deductions from income	1,619	1,030	589
Income (Loss) Available for Fixed Charges	(51,657)	77,933	129,590D
Fixed Charges - Interest on funded debt	25,155	27,713	2,558D
Net Income (Loss)	$ (76,812)	$ 50,220	$127,032D

The accompanying Notes to Financial Statements are an integral part of this statement.

TABLE B

MISSISSIPPI CENTRAL RAILROAD COMPANY

Balance Sheet, December 31. 1963 and 1962

ASSETS	1963	1962	Increase Decrease(D)
Current Assets:			
Cash	$ 205,471	$ 298,968	$ 93,497D
Temporary cash investments—United States Government obligations—at amortized cost which approximates market value	296,781	247,940	48,841
Net balance receivable from agents	26,256	34,644	8,388D
Miscellaneous accounts receivable	17,388	15,157	2,231
Accrued accounts receivable	39,820	15,140	24,680
Working fund advances	1,531	1,531	
Prepayments	14,103	10,531	3,572
Material and supplies—at cost	180,259	169,774	10,485
Other current assets	32		32
Total current assets	781,641	793,685	12,044D
Special Fund—Sinking fund	12,777	17,395	4,618D
Properties (See Note 4):			
Road property	5,621,308	8,178,990	2,557,682D
Equipment property	1,774,781	1,780,889	6,108D
Total transportation property	7,396,089	9,959,879	2,563,790D
Less—Accrued depreciation:			
Road property	409,510	387,778	21,732
Equipment property	797,825	733,067	64,758
Total accrued depreciation	1,207,335	1,120,845	86,490
Total transportation property, less accrued depreciation	6,188,754	8,839,034	2,650,280D
Miscellaneous physical property	10,399	10,791	392D
Total properties, less accrued depreciation	6,199,153	8,849,825	2,650,672D
Other Assets and Deferred Charges:			
Estimated salvage from property retired	350	3,750	3,400D
Deferred charges	2,557	4,395	1,838D
Total other assets and deferred charges	2,907	8,145	5,238D
Total	$6,996,478	$9,669,050	$2,672,572D

The accompaning Notes to Financial Statements are an integral part of this statement

TABLE B (Continued)

MISSISSIPPI CENTRAL RAILROAD COMPANY

Balance Sheet, December 31, 1963 and 1962

LIABILITIES AND SHAREHOLDERS' EQUITY	1963	1962	Increase Decrease(D)
Current Liabilities:			
Traffic and car-service balances	$ 109,503	$ 39,005	$ 70,498
Audited accounts and wages payable	74,811	109,013	34,202D
Miscellaneous accounts payable	858	2,870	2,012D
Unmatured interest accrued	5,980	6,450	470D
Accrued accounts payable	145,583	137,657	7,926
Other taxes accrued	Dr. 3,973	Dr. 3,983	10
Other current liabilities	15,962	25,381	9,419D
Total current liabilities	348,724	316,393	32,331
Long-term Debt Due Within One Year:			
Funded debt—First mortgage 4% bonds	16,000	41,000	25,000D
Equipment obligations	4,750	11,400	6,650D
Total long-term debt due within one year	20,750	52,400	31,650D
Long-term Debt Due After One Year:			
Funded debt unmatured—First mortgage 4% bonds, due April 1, 1978	582,000	604,000	22,000D
Equipment obligations		4,750	4,750D
Total long-term debt due after one year	582,000	608,750	26,750D
Deferred Credits	290	457	167D
Shareholders' Equity:			
Capital stock:			
Common—authorized and outstanding, 39,400 shares of a par value of $100 each	3,940,000	3,940,000	
First preferred, non-cumulative 5½% of a par value of $10 each—authorized, 111,210 shares; outstanding, 109,742 shares	1,097,420	1,097,420	
Total capital stock	5,037,420	5,037,420	
Retained income:			
Appropriated—Sinking fund reserve	3,641	24,358	20,717D
Unappropriated	1,003,653	3,629,272	2,625,619D
Total retained income	1,007,294	3,653,630	2,646,336D
Total shareholders' equity	6,044,714	8,691,050	2,646,336D
Total	$6,996,478	$9,669,050	$2,672,572D

The accompaning Notes to Financial Statements are an integral part of this statement

TABLE C

MISSISSIPPI CENTRAL RAILROAD COMPANY

Statement of Retained Income—Unappropriated

For the Years Ended December 31, 1963 and 1962

	1963	1962	Increase Decrease(D)
Credit Balance at Beginning of Year	$3,629,272	$3,577,268	$ 52,004
Credits:			
Credit (Debit) balance transferred from income	(76,812)	50,220	127,032D
Release of retained income appropriated for funded debt retired through sinking fund	24,320	17,575	6,745
Net profit from sale of property—net of applicable income taxes	8,437	4,007	4,430
Transfer of donations from capital surplus		12,308	12,308D
Total credits (Net debits)	(44,055)	84,110	128,165D
Total	3,585,217	3,661,378	76,161D
Debits:			
Excess of book value of property accounts over I. C. C. valuation basis (See Note 4)	2,549,022	—	2,549,022
Dividend paid on 5½% 1st preferred stock	26,577	—	26,577
Sinking fund appropriations	3,603	23,643	20,040D
Accrued vacation pay—net of applicable income taxes	2,362	8,463	6,101D
Total debits	2,581,564	32,106	2,549,458
Credit Balance at End of Year	$1,003,653	$3,629,272	$2,625,619D

The accompanying Notes to Financial Statements are an integral part of this statement.

HASKINS & SELLS
Certified Public Accountants

906 Hibernia Bank Building
New Orleans 12, La.

ACCOUNTANTS' OPINION

Mississippi Central Railroad Company:

We have examined the balance sheet of Mississippi Central Railroad Company as of December 31, 1963 and the related statements of income and of retained income—unappropriated for the year then ended. Our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

The Company maintains its accounts in conformity with the Uniform System of Accounts for Railroad Companies prescribed by the Interstate Commerce Commission and the accompanying financial statements have been prepared in accordance therewith. As explained in Note 1 to the financial statements, the provisions of the Uniform System of Accounts vary in certain respects from generally accepted accounting principles.

As explained in Note 3 to the financial statements, no provision has been made for material lawsuits filed against the Company, as the amounts, if any, which the Company may ultimately have to pay are not now determinable.

In our opinion, except for and subject to the effect of the matters mentioned in the preceding paragraphs, the accompanying financial statements present fairly the financial position of the Company at December 31, 1963 and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

HASKINS & SELLS

February 7, 1964

MISSISSIPPI CENTRAL RAILROAD COMPANY

Notes to Financial Statements

1. The provisions of the Uniform System of Accounts for Railroad Companies prescribed by the Interstate Commerce Commission vary from generally accepted accounting principles in that, under the Uniform System, no accounting recognition is given to the possible effect on income taxes in future years of current reductions or increases in income taxes resulting from the deductions (net) for amortization and depreciation of property for income tax purposes in excess of or less than the deductions recorded in the accounts. The cumulative amount of such net reductions in income taxes included in retained income at December 31, 1963 was approximately $267,000; of this amount, no part was included in net income for 1963 (because the excess of depreciation for income tax purposes over that recorded in the accounts in 1963 was less than the portion of the 1963 loss, for income tax purposes, which could not be carried back to prior years) and a reduction of $20,971 was included in net income for 1962.

2. The current cost of renewals of parts of the track structure is charged to maintenance expense, and additions and betterments to the structures are capitalized. Provision for depreciation has been made as to other classes of transportation property. Charges in 1963 for depreciation of road and equipment and for renewals of the track structure amounted to $100,373 and $280,679, respectively; comparable charges for 1962 were $100,335 and $245,646, respectively.

3. The Company does not carry public liability insurance for personal injuries and certain types of property damages. As of December 31, 1963, materal suits had been filed pertaining to an automobile-train accident. Pending the results of this litigation, it is not possible to determine the amount of the Company's liability, if any, and no provision therefor has been made in the Company's financial statements as of December 31, 1963.

4. On April 17, 1963 the Interstate Commerce Commission issued an order which required the Railroad Companys to restate their Road and Equipment Accounts on the basis of the Interstate Commerce Commission's basic valuation reports. In compliance with this order, the Company has reduced its property accounts by $2,549,022, which amount has been charged to Retained Income in 1963.

TABLE D

Comparative Statement of Operating Expenses for Years Ended December 31, 1963 and 1962

	1963	1962
Maintenance of Way and Structures		
Superintendence	$ 32,338	$ 31,032
Roadway Maintenance	25,573	40,348
Bridges, Trestles and Culverts	30,245	37,153
Ties	89,692	58,778
Rails	1,740	2,251
Other Track Material	19,486	16,500
Ballast	7,456	8,671
Track Laying and Surfacing	162,305	159,447
Fences and Signs	2,443	2,340
Station and Office Buildings	3,569	8,676
Roadway Buildings	56	41
Fuel Stations	384	125
Shops and Enginehouses	7,983	5,741
Communication Systems	766	2,040
Signals and Interlockers	1,588	2,247
Road Property—Depreciation	30,241	30,375
Retirements—Road	Cr.2,507	Cr. 592
Roadway Machines	9,338	14,140
Dismantling Retired Road Property	5,331	2,093
Small Tools and Supplies	6,195	5,377
Public Improvements—Maintenance	7,032	3,757
Injuries to Persons	1,727	21,028
Insurance	2,364	2,397
Stationery and Printing	408	569
Employees Health and Welfare Benefits	12,790	14,032
Maintaining Joint Tracks, Yards and Other Facilities—Dr.	11,802	15,935
Maintaining Joint Tracks, Yards and Other Facilities—Cr.	212	41
Other Expenses	—	5
Total	$470,133	$484,465
Maintenance of Equipment		
Superintendence	$ 12,946	$ 11,597
Shop Machinery	3,337	2,709
Power Plant Machinery	39	661
Shop and Power Plant Machinery—Depreciation	2,839	2,831
Dismantling Retired Shop and Power Plant Machinery	—	52
Other Locomotives—Repairs	66,878	55,593
Freight Train Cars—Repairs	126,993	120,475
Work Equipment—Repairs	1,192	1,195
Miscellaneous Equipment—Repairs	1,599	2,304
Dismantling Retired Equipment	663	172
Equipment—Depreciation	67,294	67,129
Injuries to Persons	209	1,330
Insurance	4,471	4,377
Stationery and Printing	446	744
Employees Health & Welfare Benefits	5,557	6,492
Joint Maintenance of Equipment Expenses—Dr.	7,260	10,136
Other Expenses	—	176
Total	$301,723	$287,973
Traffic		
Superintendence	$ 59,327	$ 56,549
Outside Agencies	90,103	90,177
Advertising	689	1,004
Traffic Associations	2,899	2,830
Insurance	734	128
Stationery and Printing	10,065	11,030
Employees Health and Welfare Benefits	157	165
Total	$163,974	$161,883

TABLE D (Continued)

	1963	1962
Transportation		
Superintendence	$ 28,080	$ 27,494
Dispatching Trains	13,772	12,428
Station Employees	75,745	71,275
Weighing and Inspection Bureaus	540	570
Station Supplies and Expenses	5,268	6,173
Yard Masters and Yard Clerks	10,503	10,499
Yard Conductors and Brakemen	44,710	44,982
Yard Enginemen	29,323	28,893
Yard Switching Fuel	3,443	3,491
Lubricants for Yard Locomotives	233	195
Other Supplies for Yard Locomotives	160	137
Enginehouse Expenses—Yard	2,120	3,149
Yard Supplies and Expenses	632	416
Operating Joint Yards and Terminals—Dr.	42,123	45,400
Train Enginemen	71,165	75,357
Train Fuel	51,266	51,072
Lubricants for Train Locomotives	4,691	3,635
Other Supplies for Train Locomotives	777	769
Enginehouse Expenses—Train	8,766	10,369
Trainmen	95,637	99,415
Train Supplies and Expenses	6,486	9,399
Crossing Protection	267	225
Employees Health and Welfare Benefits	2,048	488
Stationery and Printing	4,361	4,611
Other Expenses	—	137
Operating Joint Tracks and Facilities—Dr.	32,973	42,386
Operating Joint Tracks and Facilities—Cr.	2,870	3,218
Insurance	5,531	5,337
Clearing Wrecks	12,761	9,357
Damage to Property	—	550
Damage to Live Stock on Right-of-Way	2,257	3,083
Loss and Damage—Freight	11,564	9,462
Injuries to Persons	34,355	1,360
Total	$ 599,687	$ 579,396
General		
Salaries and Expenses of General Officers	$ 9,399	$ 16,283
Salaries and Expenses of Clerks and Attendants	64,832	68,073
General Office Supplies and Expenses	4,121	3,903
Law Expenses	10,071	5,294
Insurance	172	191
Employees Health and Welfare benefits	72	126
Pensions and Gratuities	2,363	2,416
Stationery and Printing	4,896	4,715
Other Expenses	7,258	8,527
General Joint Facilities—Dr.	341	305
Total	$ 103,525	$ 109,833
Recapitulation		
Maintenance of Way and Structures	$ 470,133	$ 484,465
Maintenance of Equipment	301,723	287,973
Traffic	163,974	161,883
Transportation	599,687	579,396
General	103,525	109,833
Total	$1,639,042	$1,623,550

TABLE E

Traffic and Mileage Statistics

Years Ended December 31, 1963 and 1962

	1963	1962
Freight Traffic		
Miles of road operated—average	148.38	148.38
Freight revenue	$ 1,775,350	$ 1,900,037
Revenue tons carried	955,451	989,167
Revenue ton-miles	100,289,026	103,331,906
Freight train-miles, ordinary	126,502	129,913
Freight car-miles, loads	2,526,566	2,678,892
Freight car-miles, empties	1,280,083	1,320,209
Revenue per ton	$ 1.86	$ 1.92
Revenue per ton-miles, cents	$ 1.77	$ 1.84
Revenue per train-mile	$ 14.03	$ 14.63
Freight revenue per mile of road operated	$ 11,965	$ 12,805
Average haul per revenue ton (miles)	104.97	104.46
Ton-miles (non-revenue included) per train-mile	799	802
Ton-miles (non-revenue included) per loaded car-mile	40.00	38.90
Revenue ton-miles per mile of road operated	675,894	696,400
Loaded car miles per train-mile	19.97	20.62
Empty car-miles per train mile	10.12	10.16
Total car-miles per train-mile	30.09	30.78
Operating revenues per mile of road operated	$ 12,357	$ 13,191
Operating expenses per mile of road operated	$ 11,046	$ 10,942
Net operating revenue per mile of road operated	$ 1,311	$ 2,249

TABLE F

Comparative Statement of Classified Tonnage for the Years Ended December 31, 1963 and 1962

	1963		1962	
	Tons	Per Cent of Total	Tons	Per Cent of Total
Products of Agriculture:				
Flour	2,761	.29	3,965	.40
Cotton and cotton linters	13,317	1.39	12,766	1.29
Corn and oats	10,982	1.15	11,919	1.20
Other products of agriculture	11,796	1.24	10,257	1.04
Totals	38,856	4.07	38,907	3.93
Animals and Products—Total	1,683	.18	2,800	.28
Products of Mines:				
Clay and bentonite	18,242	1.91	13,978	1.41
Gravel, sand and broken stone	26,732	2.80	30,248	3.06
Asphalt	13,039	1.36	17,432	1.76
Salt	3,980	.42	3,534	.36
Phosphate rock	3,294	.34	6,231	.63
Sulphur	21,375	2.23	29,512	2.98
Other products of mines	32,080	3.36	39,646	4.01
Totals	118,742	12.42	140,581	14.21
Products of Forests:				
Lumber, logs, ties, piling, etc.	55,654	5.82	59,517	6.02
Pulpwood	52,170	5.46	76,502	7.73
Rosin and turpentine	24,987	2.62	27,644	2.80
Other products of forests	24,044	2.52	20,372	2.06
Totals	156,855	16.42	184,035	18.61
Manufactures and Miscellaneous:				
Oil, N.O.S.	3,462	.36	3,895	.39
Petroleum products	51,310	5.37	34,146	3.45
Rubber	11,344	1.19	13,818	1.40
Sodium products	32,677	3.42	28,146	2.85
Fertilizers	131,375	13.75	118,846	12.02
Furnace slag	5,016	.52	12,239	1.24
Nails and wire	4,308	.45	3,267	.33
Manufactured iron and steel	20,651	2.16	21,390	2.16
Iron and steel pipe and fittings	14,615	1.53	32,311	3.27
Lead and zinc, bar, ingot and pig	8,068	.84	11,467	1.16
Chemicals, N.O.S.	23,340	2.44	18,201	1.84
Gases, other than petroleum	9,776	1.02	7,946	.80
Cement, brick, lime and plaster	31,507	3.30	50,559	5.11
Paper and paper articles	15,228	1.59	13,524	1.37
Paper—, fibre—, and pulpboard	36,955	3.87	41,964	4.24
Wallboard	64,949	6.80	75,263	7.61
Woodpulp	36,511	3.82	23,214	2.35
Food products in cans and packages	9,204	.96	7,564	.76
Feed, animal and poultry, N.O.S.	11,554	1.21	9,774	.99
Scrap iron and scrap steel	10,893	1.14	7,428	.75
Waste materials, N.O.S.	11,992	1.26	10,405	1.05
Liquors, malt	4,462	.47	3,953	.40
Other manufactures	89,867	9.41	73,317	7.41
Totals	639,064	66.88	622,637	62.95
Total carload traffic	955,200	99.97	988,960	99.98
Merchandise—All L.C.L. traffic	251	.03	207	.02
Grand Totals	955,451	100.00	989,167	100.00

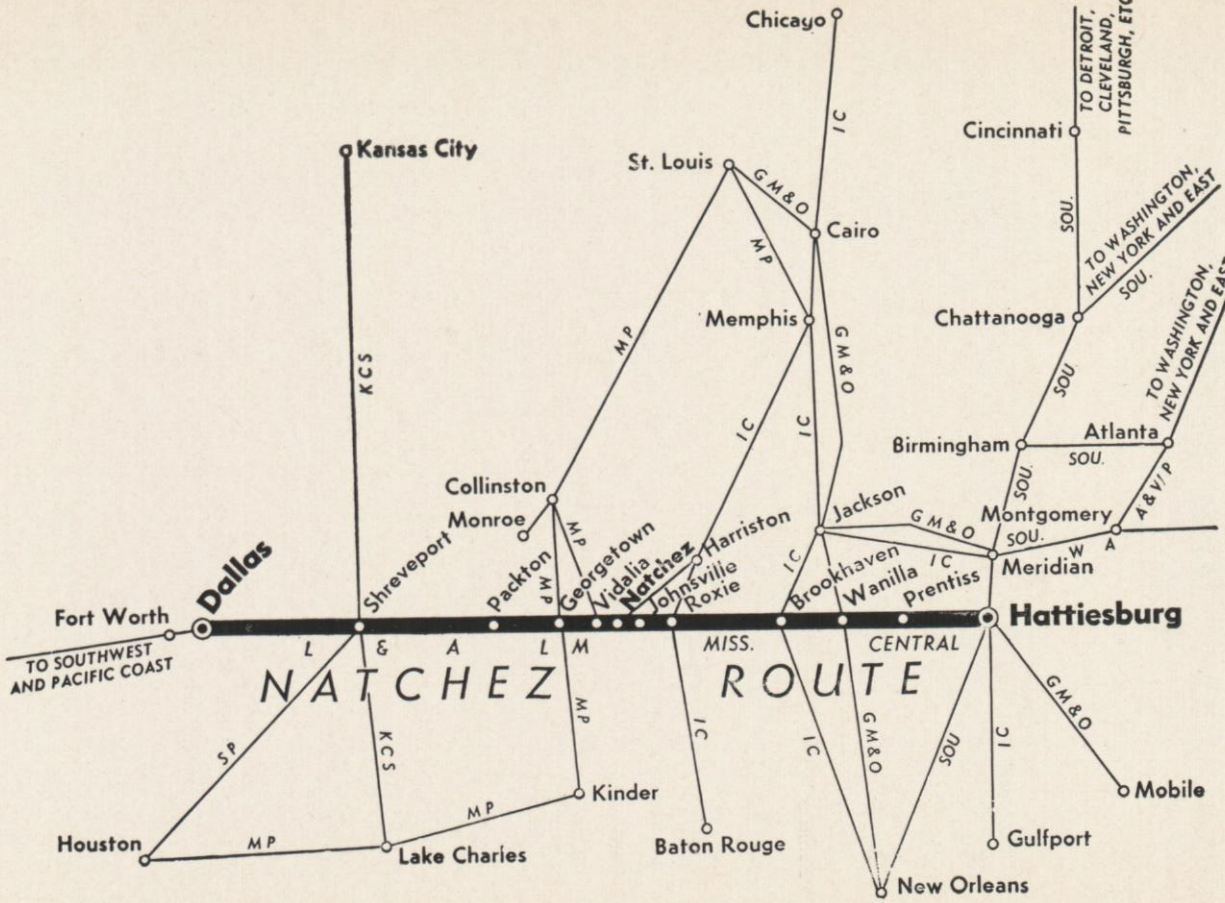
TABLE G

Inventory of Equipment December 31, 1962 and 1963

	Total Dec. 31, 1962	Added or reclassified	Retired	Total Dec. 31, 1963
Locomotives:				
Freight, diesel-electric	10			10
Freight Train Cars:				
Box cars	98	1	1	98
Tank cars	1			1
Rack cars	90		4	86
Caboose cars	8			8
Totals	197	1	5	193
Company Service Equipment:				
Camp and other work cars	8			8
Steel dump cars	2			2
Tank cars	1			1
Steam ditchers	2			2
Cranes	1			1
Other service equipment	6	1		7
Totals	20	1		21

Mileage operated at close of year

Hattiesburg, Miss. to Natchez, Miss., Main track	148.38 miles
Yard tracks and sidings—Owned	29.93 miles
Yard tracks and sidings—Joint	0.89 miles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Cincinnati
TO DETROIT, CLEVELAND, PITTSBURGH, ETC.
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TO WASHINGTON, NEW YORK AND EAST
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SOU
TO WASHINGTON, NEW YORK AND EAST
Birmingham
Atlanta
SOU.
Collinston
Monroe
Jackson
Montgomery
A&V/P
Shreveport
Dallas
Packton
Georgetown
Vidalia
Natchez
Harriston
Johnsville
Roxie
Brookhaven
Wanilla
Prentiss
Meridian
Fort Worth
Hattiesburg
TO SOUTHWEST AND PACIFIC COAST
L & A L M
NATCHEZ ROUTE
MISS. CENTRAL
SP
KCS
MP
Kinder
Houston
Lake Charles
Baton Rouge
New Orleans
Gulfport
Mobile